

May 16, 2009

### Group 1

#### Destinations

- Shop QFC → Take bus and walk
  - Feel comfortable – Use signalized intersections and Pedestrian crossings
  - Drivers are good – stop and wait as people walk with canes
- Do not like to walk – feels dangerous. When drive, can/does combine trips (lives within ¼ mile from LR station)
- MLK redesign makes having to drive further to get to destinations (u-turns)
- Work Georgetown – only four miles from N. Rainier community, but no good direct way to get there
- MLK – Why no bicycle access
  - Should provide bike lanes: one lane each direction (for vehicles) with bike lanes – MLK needs to be rechannelized
- Drive – Do not take bus – Driving easier/faster
- Need bikes to be able to access town center – too dangerous now with major arterials
- ST: Station access funds to re-look at bike/walking access to stations
- Need bike facility at Mt. Rainier Station (not at bus transfer facility)
  - On same side of Rainier (under elevated station perhaps?)
- Safety concerns on bus
  - #7 very slow
  - #48 does not stop at stop resident needs (stops at night for some reason)
- Metro service cuts: concerned
- When driving along MLK – Train goes by creating lots of dust
  - Traffic signals along MLK (N/S & E/W) too long wait for vehicles
- Live five blocks away and do not want to walk to Light Rail Station

#### Uses and Buildings

- No collection of shops – hard to utilize – lots of travel to get essentials
  - Need collection of stores in one central area to make it easier for those without a car
- Walk in neighborhood → feels pretty comfortable, but need more people to bring the businesses and services that community wants (SF will not bring enough → other group members disagree)
- 6-Stories – Do not want to walk in shadows - need setbacks to let light in on Beacon Hill topography and hillside already provide shadows)
- Used to use grocery outlets – Want it back – Cheaper prices
- Natural landscaping of Cheasty – Awkward to have 6-stories along it – would not want to see tall buildings along the Greenbelt.
- Want places to shop and buy clothes
  - Want Trader Joes
- Good area for redevelopment with mixed uses
  - Too much separation between residential and retail
- Rainier could have stronger mix of housing and retail

## North Rainier Town Hall Meeting

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- No reason to walk
  - Houses then auto-oriented services then houses – not nice to walk with so many cars turning in and out of stores
- Darigold Building → Wall: makes road/walking very dark. Do not want to see more of that in community. Need good building design and materials
- Rainier/MLK intersection not safe, people run across the street all the time (students especially)
- Not comfortable with 6-story buildings south of Rainier/MLK along Rainier
- Area at McClellan (south - between McClellan and bus transfer facility) could have iconic building at corner with green roof
  - Dream of good grocery (Trader Joes/Whole Foods)
  - Bus transfer – lots of gas smells = bad for central Market
- North of McClellan: Taller buildings in this location and scaled down towards single family characteristics. What would like to see?
  - Friendly and open
  - Trees
  - Multiple access points
  - Setbacks
  - Place to hang out and recreate within town center: public space
  - Area with open space, beautiful to hang out
  - Wide sidewalks and inviting
  - Like Community College → walkable
  - Children need playgrounds (safe place)
  - Restaurants
  - Be able to shop around (more shops)
  - Building to not look the same
    - Developers can do better than current development
      - Need creativity and imagination
      - Quality of construction need high standards (use of different materials for façade)
  - Need security
  - Need enough (free) parking
- Building Heights
  - Keep taller heights away from Cheasty
  - Prefer 6-Story over 8 to 12 stories
    - 8-12 = more people and more traffic. Need to monitor impacts
    - Could have combo of heights
  - Lowe's property: taller in Center
  - Would not mind 8-stories along Rainier (if looks good) would block noise of street (other group members disagree)
  - Do not like too much height – have to preserve SF homes
  - Italy has wide streets and tall buildings: likes this

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- Do not see need for anything taller than 6-Stories. Need trees and open space for every development
- Not sure about upzoning to provide taller buildings. Would need to know end result. Not incremental process of building.
  - Want to know maximum build out
- Neighborhood to get involved in actual design of new development (Gehl Architect presentation)
- Rainier Diversion – interesting idea

### Group Summary

1. More activity (people/Businesses...) to be a vibrant, safe place especially at station and area north of station.
2. Need correlation (relationship) between street and building height (shading, sidewalk width, lighting, bus stop safety...)
3. Transition of building height (down along Cheasty and maybe higher north of McClellan)
4. Community gathering spaces within more intensive development (Lowe's site)
5. Connectivity: Walking/Biking routes, slowing of traffic
6. Architecture diversity and quality of development (materials, facade, setbacks)